

such a fashion that he was about to be attacked, and in an unprovoked manner he shot. Counsel thought it probable that if they were not able to find a verdict for the prisoner on the first point, they would find a verdict for him on the second point, that is whether he was in fact killed, premeditated murder or whether it was the result of actual provocation. The jury returned a verdict of murder.

Mr. Francis concluded at 1 o'clock when the Court adjourned till 2.15 p.m. When the Court resumed the Attorney-General addressed the jury. He said, he thought the defence very elaborate, but the case was a very simple one and was an ordinary case of murder. He pointed out that a verdict must be given, that is, guilty or not guilty of murder. As to manslaughter there was nothing whatever of it. He submitted that there was no evidence whatever of duress. This was a case of simple murder and he submitted that the defence had entirely failed. In conclusion the Attorney-General said that in spite of the eloquence and ability of his learned friend this was only an ordinary case of murder, the jealousy of a young man of a girl whom he had corrupted.

The Attorney-General concluded at 3 p.m. The Chief Justice summed up. His Lordship said he could not help thinking that the two defences were not quite consistent with one another and he proposed dealing with them separately. His Lordship pointed out to the jury the law in the case. The evidence for the defence might be considered remarkable for what it did not contain, it did not contain evidence of medical men.

His Lordship went through the facts of the case at great length and concluded his summing up at 5.18 when the jury retired to consider their verdict.

THE VERDICT.

The jury returned in about six minutes with the unanimous verdict of "Guilty."

In answer to His Lordship as to why sentence of death should not be passed, the prisoner, (who was weeping bitterly) through the interpreter said:—

I asked my friends to accompany me to the house of my sister. The old woman, and the lady's daughter would not allow her.

The Chief Justice:—Explain to him we do not want an account of what happened. Has he got anything to say why sentence should not be passed.

Prisoner:—I wanted to say to that the public may hear me. The Chief Justice:—Have you got anything to say why sentence should not be passed. Prisoner:—I am not guilty. If I had killed him I did not know how it was, I have lost my mind and I lost my head at the time the firearm was fired. Nothing else I can say, otherwise it will break the hearts of all here.

SENTENCE OF DEATH.

The Chief Justice then assumed the black cap and said:—*Je décline* Orazio, you have been found guilty, on what I take to be very clear evidence, of the offence with which you are charged. You have had a long and careful trial with a full and able defence by your learned counsel. I am not going to make remarks on your crime because I do not wish to give you more pain. I will only beg you to endeavour by expiation to make your peace. (Prisoner:—I need not, because my conscience is free.) The sentence of the Court is that you will be taken to a place where you will be detained and then to the place of execution, and that you be there hanged by the neck until you be dead, and that your body be buried in such a place as His Excellency the Governor so order, and may the Lord have mercy on your soul!

His Lordship thanked the jury who he said would be exempt from serving for nine months if they wished. The prisoner was then removed and taken to the Gaol in a chair under guard.

THE WAR.

(News by the Australian Mail.)
(By Cable.)

LONDON, June 23. President McKinley has been reviewing at Tampa the American troops for the Cuban campaign.

Mr. Alger, the American Minister for War, has informed the Commander-in-Chief, General Miles, that the preparations for invading Cuba are yet incomplete, but the Government were expediting the necessary equipment for the troops.

A large percentage of the volunteers have no guns and many have no uniform. The weather has been very bad in Cuba recently, and it has been raining in torrents, causing violent yellow fever.

It is estimated that the war has already cost America 375 million dollars. The British collier *Restless* was captured by the Americans while entering Santiago Harbour. The British Consul at Key West has protested against the vessel's detention, owing to Santiago being outside the limits of the proclaimed blockade.

Mr. Smalley, the New York correspondent of the *Times*, denies authoritatively that any negotiations have been made for an Anglo-American alliance, and he also says that there is nothing beyond the remarkable spontaneous and favourable manifestations on the part of the people and Press of both nations.

The Spanish barque *Maria Dolores* has been captured at Porto Rico. Accounts of the fighting at Santiago show that the Americans had fourteen ships under Sampson and Schley engaged, but the Navy Department at Washington discredits the reports.

Five thousand American troops and several large iron guns have been landed in Cuba, and this force has been joined by 3000 Cuban rebels under General Garcia.

News has been received that an American force endeavouring to effect a landing at Guaymas, an important place commanding the river and railways along which the Spaniards at Manila receive supplies, were repulsed.

Twenty-nine American transports with 27,000 troops on board, and large supplies of ammunition, have sailed from Tampa. It is expected that an attack will be made on San Juan by the troops when landed while an attack on Admiral Cervera's squadron will follow.

A severe engagement is reported from Anacostia, a town five miles from Santiago. Five American cruisers bombarded the place while the Spaniards abandoned their position and fled inland.

LOSS OF THE "FOOCHI."

One of our native contemporaries gives some particulars of the wreck of the Chinese cruiser near Port Arthur recently. The vessel, which was called the *Foochi*, left Chefoo for Port Arthur at daylight on the 8th inst. She had a crew of 240 and about a dozen passengers. A heavy storm and a dense fog came on in the course of the day, and when the vessel arrived off the port about 4 p.m. she let go her anchor, because, since Port Arthur was leased to the Russians, no Chinese ship has been allowed to enter without obtaining the special permission of the Russian authorities. The day having been overcast the ship apparently was not perceived from the shore. At any rate her captain could obtain no communication with the land, and the harbour officials did not come near her. In fact could not come near her, as they usually do. Under these circumstances the captain was afraid to go outside and decided to remain where he was outside the entrance to the harbour under reduced steam. The storm increased towards night, and the vessel was carried over opposite the Lantai hill, where she went ashore on the morning of the 9th, and immediately split up into three pieces. The Russians were not able to render any assistance on account of the heavy weather, and all on board were drowned with the exception of four persons. The occurrence is a melancholy commentary on the stringency of the Russian administration in their new acquisition.—*China Gazette*.

TAIWAN.

The following interesting notes are from a private letter just received in Shanghai:—

"This port (Taiwan) will not be opened to foreigners for three years. The harbour is to be dredged to the depth of 16 feet and is to cost £1,600,000 sterling. There is to be a breakwater to the harbour, and landing stages which will cost £1,400,000. On the north part of the harbour the stages will be for the use of Chinese, and the south for foreigners only. All lands about Tainan and Port Arthur are being bought up by Russia, value as per title-deeds, and sale is made compulsory."

Russo-Chinese Railway. From what I can find out the Chinese will build a line from Tientsin to Tainan, and also branch off to Keelung and Kishu from New-Hwang. This line is I believe wholly in the hands of the Russians, and it is they who supply all the money.—*N. C. Daily News*.

A CUBAN TALE.

Two Cubans are now in Java, whither they had come on matters connected with sugar-growing. They had much to say of Spanish cruelty in their native land. They told, for instance, of how, in the previous insurrection, some Spanish soldiers saw a school with a diamond on the pane of a window in a school, words insalubrious to Spain. They asked for the name of the writer. None of the boys in the school would tell. The Spaniards then took and shot twenty of the oldest boys in the school—aged from 17 to 18 years. Among them was the son of the richest Spaniard in Santiago de Cuba—a loyalist to the core. To save his son, this Spaniard offered to the Government the lad's weight in gold. Then he offered one million dollars—but all in vain. All the other scholars, 50 to 65 in number, were sentenced to rigorous imprisonment, says the *Economist*.

THE ACHEEN WAR.

OPERATIONS IN PEDIR.

ACHINESE REVERSES.

On the 12th June, the Dutch troops operating in Pedir, advanced to Beurrennon, with the loss of one troop killed, and three privates wounded. At Beurrennon, the Dutch forces were received by Bletara Kemangan, a prominent Pedir chief.

On the 14th, the troops advanced to Chot Moorog.

That same morning, Umar, the principal commander of the Achinese, had fled in the direction of Mampeih.

The troops, however, had an encounter with the chief of Umar's band, who to Ghil Tiblak.

On the same day, the Dutch forces marched by way of Trenggeng Padang and Kemala Nicheh to Kemala Rajah, where the titular Sultan of Acheneh holds his court.

The enemy were driven out of the hilly country to the left of Kemala Rajah.

The Achinese left twenty dead behind. The Dutch loss was four wounded.

On the 15th, the Dutch continued advancing and reached Kota Mehtareum.

OUR NEW "DESTROYERS."

The Admiralty, from all reports, is wide awake at present to the growing importance of the destroyer in naval warfare. Little by little, says the *Morning Post*, a formidable fleet of destroyers is being gathered together in home waters. "Some of these little vessels have been sent, it will be remembered, to the Mediterranean and others to the Pacific, the North American and West Indies and China stations, but the home ports—where they would be most useful in order to deal with torpedo-boats in time of war—are to have an increased number. Seven new destroyers, for example, are to be attached to the Devonport command as soon as they are out of the builders' hands, and the first has already arrived at the Western Yard. Six of them will be 30-knot boats, but the seventh the *Express*, is to have a speed of 33 knots, something over 37 miles. More than one authority has insisted recently on the lack of permanence of type of our battle-ships, and has pointed to the possible future of the destroyer. Apparently, however, these critics desire that the present destroyer should be so modified as to furnish another starting point for the ultimate evolution of the battleship. But it is quite possible that the destroyer may supersede the torpedo-boat and hardly improvable that she will do so."

PLAGUE INOCULATION.

RESISTANCE AT COLOMBO.

The proposal of the Ceylon Government that the officials and employees of Colombo Harbour, who are liable to come into contact with vessels from infected ports, should be inoculated with plague serum, has resulted in a fiasco. The refusal of the pilots to be inoculated, however, was followed by refusals from the Harbour Police and all the boatmen, and the only two who presented themselves to Dr. Thomas to have the serum injected were Mr. Lionel Lee, the Pilot-in-Chief of Customs, who went as an example to the others, and the Assistant Port Surgeon, Dr. Allen. There seems to be a general feeling among the subordinate Harbour officials that the step proposed by Government is unnecessary. The two officials who have been inoculated and the operation a failure because of the weakness of the plague serum.

THE LOSS OF THE S.S. "MECCA."

A PASSENGER'S EXPERIENCES.

Apologies of this regrettable occurrence Sergeant Butler, 2nd Staffordshire Regiment, returning to rejoin his regiment in Burma, after the frontier campaign, gives a graphic narrative of his own and Sergeant Hall's experiences. After describing the collision pretty much as already telegraphed, he continues:—The Second Engineer came running up, and said "We are sinking. You two soldiers see what you can do to help." We tore the canvas off the boats, and assisted to launch one of them. A lot of native passengers got into the boat. The Captain then told us to go in her to work her, and also sent the Third Officer. We got down by the rope into the boat, and they handed down to us six women and two children. We cut the falls which had got fouled, and I looked round and saw Sergeant Hall in the water. I was holding the life buoy as a buffer between the boat and the ship. I dropped that, and went to the stern of the boat and pulled him in. I pushed her off with the oar. Some more natives jumped for the boat, nearly upsetting her. Two or three succeeded in getting in. We then searched for and found the tiller, and asked the Third Officer to steer, and to give directions what to do. He told us to get out an oar. We did, but could make no way. When we had dived about a mile away from the *Mecca* she sank. There was a very heavy sea running all the time. The Third Officer then told us to try to set sail. We did so, but after about half an hour the wind carried away the mast. We managed to get into the boat again and set a certain amount of sail by lashing the spilt to the seat. We had up to this been about five hours drifting. We now got the boat under control. Then we discovered we had sprung a leak, and that there was about two feet of water in the boat. The Third Officer told us the boat was sinking, and that we were a life-boat. We then began to bail. I tried to get the natives to help, but they would not. We got the water under, and about 4 o'clock, after being about nine hours in the boat, we got alongside the *Ltadula*. We fouled her propeller, but by the aid of the life lines towed the boat to her lee side. They let down lines and a ladder to us. The natives at once rushed to the side of the boat to seize them and capsized her. The *Ltadula's* life-boats were already down and picked up as many as they could, including Sergeant Hall and two women and the Third Officer, who were clinging to the overturned boat. I had swum to the side of the ship, and the life-boat took me in also. I was too exhausted to climb up. Two more boats arrived after we did.—*M. Mail*.

NOTANDA.

CALENDAR.

JUNE.		
Meteorological means based on ten years' observations to 1893.		
Barometer	29.867	
Thermometer	76.2	
Humidity	82.0	
Rainfall	15.0	
TO-DAY.		
WEATHER REPORT.		
Barometer	On date at 10 a.m.	On date at 4 p.m.
	29.54	29.62
Thermometer	83	82
Humidity	83	88
Rainfall	0.40

TO-DAY.

Friday, 24th June, 1898.
Midsummer Day.
(St. John the Baptist.)

Chinese—6th of 5th moon of 24th year of Kuang-shi.

Sun—Rises 5hr. 20min.
Sets 6hr. 41min.
High water—Morning 1hr. 15min.
Evening 11hr. 0min.

Low water—Morning 6hr. 25min.
Evening 6hr. 51min.

ANNIVERSARIES.

1571—City Council of Manila constituted.

1859—The Austrians defeated by the French at Solferino.

1874—The Chinese merchants of Hongkong petitioned H.M. the Queen re the Customs Blockade.

1880—The Po Lung Kuk Society formed.

1894—Assassination of M. Carnot, President of the French Republic.

TO-MORROW.

Saturday, 25th June, 1898.

Chinese—7th of 5th moon of 24th year of Kuang-shi.

Sun—Rises 5hr. 20min.
Sets 6hr. 41min.
High water—Morning 1hr. 30min.
Evening 11hr. 15min.

Low water—Morning 6hr. 25min.
Evening 6hr. 51min.

ANNIVERSARIES.

1843—Treaty of Nanking exchanged.

1859—Corn Laws repealed.

1876—The British fleet defeated by the Chinese at the Pei-ho River.

1861—Order of the Star of India founded.

1862—Attack on the British Legation at Tokio.

1874—Treaty between China and Peru.

1896—Li Hong-chang visited Prince Bismarck.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Doric*) 26th inst.

Indian (*Catherine*) 27th inst.

German (*Bayern*) 29th inst.

Australian (*Guilford*) 30th inst.

Canadian (*Empress of Japan*) 12th prox.

The Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the Company's steamer *Calicut* is expected from Calcutta, left Singapore for this port on the afternoon of the 21st inst.

The Nippon Yusen Kaisha's steamer *Tokio Maru* (Australian Line) left Nagasaki for this port this morning, the 23rd, and is expected to arrive here on the morning of the 28th inst.

The Imperial German Mail liner *Bayern*, carrying the German mails with dates from Berlin of the 30th ult., left Singapore for this port at 4 p.m. yesterday, the 23rd, and may be expected here on or about Tuesday, the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Indra Point " " "

Felkoo " " "

Ningchow " " "

Venus " " "

PASSED THE CANAL.

OUTWARD—Kwang Ping, May 20; *Brescon*, *Edith*, *Zhi*, *Monti*, *Silva*, *Samao*, *Varroville*, *27*, *Maria*, *Valerie*, *Chankong*, *31*, *Nestor*, *Howell*, *Hall*, *June*, *31*, *Nestor*, *Queen Mary*, *Ratho*, *71*, *Japan*, *Arara*, *10*, *Belbourn*, *Ichang*, *Promethius*, *13*, *Erato*, *Ernest*, *Simons*, *Rimus*, *17*, *Carmarthenshire*, *Antigony*, *Drumgarth*, *Holmward*, *Antigony*, *June* 21st.

NO BUILDING BIG ENOUGH.

Probably the two women whose names we are about to mention (by their good will and consent) never saw or even heard of each other. A broad bit of sea-water rolls between the place where they severally live. Still, the world is getting smaller every day, and it is quite possible they may meet, if they do, they will have a common subject for a talk. Without waiting for that, however, we will let the reader into the secret (so far as it is a secret) right on the spot.

The first lady to be named resides at Bishop's Norton, near Kirton, Lindsey, Lincolnshire, and in a letter dated the 10th of the blustering month of March, 1898, she says, "I trembled from head to foot."

This would scarcely be worth mentioning if it had been simply the result of a slight cold. But it was bound to pass off in a few minutes. But it was for a long time and did not arise from a slight or from any other form of excitement. It meant sheer weakness and a wholesale upsetting of the nerves. "I was constantly sick and dizzy," she says, "and had a dull pain between the shoulders. I had no appetite, and the effect of what little I did eat was so bad and gave me so much distress that after a time I hardly dared touch any food or drink. During this period I may just mention that I was terribly constipated, intervals of ten days sometimes elapsing between the actions of the bowels. No laxative or enema availed to relieve this condition, and I became more feeble and prone to fainting attacks."

The second lady, writes from her home No. 12, Horgan's Buildings, College Road, Cork, dating her letter the 27th of the empty month of June, 1898. She says, "Everything was a trouble and a burden. For nights together I got no sleep. I couldn't bear the noise of the children. I had not desire for company. I wanted to be alone in my misery. I often thought I was going to die. I was in this way for nearly twelve months."

Now this was bad, very, very bad. When a woman cannot bear the noise of her own children—which of all noises is least observed by a mother's ear—why, her nerves are, as we might say, all gone to pieces. And, inasmuch as the nerves are the seat of the body, it follows that the whole system is badly out of gear. And so it was. "The course of the disease," she says, "came on in October, 1896." It was marked by failure of the appetite, pain and weight in the chest after eating, a sinking feeling at the pit of the stomach, biliousness, flatulency, and other signs with which the readers of these articles are so familiar.

Of the progress of the malady and how low it reduced her she has already spoken. The end of it all—a happy end, thank Mercy—was like this. "In September, 1897," she adds, "my husband persuaded me to try a medicine he had heard and read so much about. I did so, and soon found relief that none of the other medicines I had used were able to give me. My lost appetite came back, and my food digested easily and strengthened me. I was very glad to find that I continued taking the medicine, and soon I was well as ever. I was in my life and have all nothing since. Yours truly, (Signed) Mrs. Lucy Carroll."

Women, like men, never agree on all the topics which come up in conversation. It would be a dull subject if it did. But least of all they agree that they were afflicted with the same complaint—indigestion and dyspepsia; and that Mother Selge's Curative Syrup, which restored them both to health, is one of the very best friends in time of trouble that their sex ever had.

And what is more, if all the women in this Kingdom who think the same were collected in one meeting no building could be found big enough to accommodate them.—*Ad.*

Intimations.

HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE is hereby given that the NINETH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 27, Queen's Road, on TUESDAY, the 5th July, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1898, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to 31st proximo, both Days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th June, 1898. [148]

CARBOLINUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ant, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMM & Co.

Hongkong, 11th September, 1896. [119]

F. CAZANOVE,

BORDEAUX.

GOLD MEDALS

Bordeaux, 1892, Paris, 1899.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

THE ELIXIR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOKA-KINA of Dr. GOLZ.

CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL & Co. Hongkong.

Agents for LAENDLER & Co., Paris.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

HEADACHE, CONSTIPATION, SICK HEADACHE, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

30 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE COLONY OF THE FOLLOWING VESSELS during their stay in Hongkong Harbour:—

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG.

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$30 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 27th June, at 4 P.M.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY & MELBOURNE	FRIDAY, 1st July, at Daylight.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU	KOBE and YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHIFUO, CHEMULPO, NAGASAKI, FUSAN and GENSAN	FRIDAY, 8th July, at 4 P.M.
RIOJUN MARU	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 17th June, 1898.

A. S. MIHARA, Manager.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship

"HINSANG," Captain M. Crockett, will be despatched as above TO-MORROW, the 25th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 24th June, 1898. [776]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG," Captain R. C. D. Bradley, will be despatched as above TO-MORROW, the 25th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 24th June, 1898. [774]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG," Captain Townsend, will be despatched as above TO-MORROW, the 25th instant, at 2 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd June, 1898. [771]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"AFRIDI," will be despatched as above on the 25th June, 1898. S.S. "PATHAN" about 15th July, 1898. S.S. "MACDUFF" about 31st July, 1898. S.S. "SIKH" about 13th Aug., 1898. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 11th June, 1898. [498]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG," Captain Robson, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 23rd June, 1898. [785]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Ramsay, will be despatched on THURSDAY, the 30th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 21st June, 1898. [778]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ST. NINIAN," will be despatched as above on or about the 1st July. To be followed by S.S. "CRAIGEAR," on or about 20th July, 1898. S.S. "FORTUNA," on or about 5th August, 1898. For Freight, &c., apply to SHEWAN, TOMES & Co., Agents. Hongkong, 20th June, 1898. [735]

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ARMENIA," Captain Magin, will be despatched for the above Ports, on MONDAY, the 4th July. For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 23rd June, 1898. [772]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOYUNE," Captain R. Conrad, will be despatched as above on or about the 13th July. For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNBANK," Greig, Master, will load here for the above port and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 13th June, 1898. [744]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN," Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for STRAITS and BOMBAY, &c., TO-MORROW, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 24th June 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon... July 2.
Victoria... 3,717 | J. Truchbridge... July 19.
Olympia... 2,608 | T. H. Dobson... Aug. 6.
Astoria... 5,305 | J. Peaton, R.N.R. | Aug. 23.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

* Mogul... 3,654 | C. H. Butler... June 27.
Bramar... 3,601 | E. Porter... Aug. 13.
Mogul... 3,654 | W. H. Wright... Sept. 10.
Columbia... 2,605 | A. G. W... Oct. 1.

* VIA VICTORIA, B.C.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 17th June, 1898. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayer... Wednesday | 20th July.
Prins Heinrich... Wednesday | 17th Aug.
Darmstadt... Wednesday | 14th Sept.
Potsdam... Wednesday | 12th Oct.
Sachsen... Wednesday | 9th Nov.
Bayer... Wednesday | 7th Dec.
Prins Heinrich... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

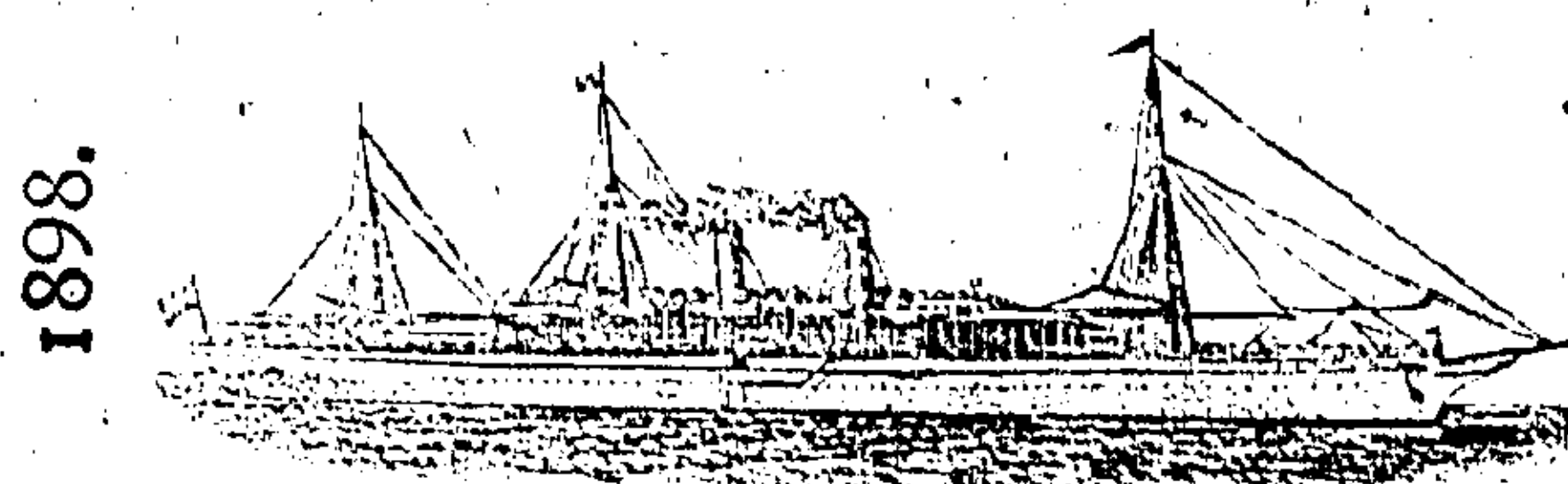
Shipping Orders will be granted till Noon on MONDAY, the 18th July. Cargo and Specie will be received on board until 7 P.M. on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 22nd June, 1898. [783]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street. Hongkong, 22nd June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 5th July, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Aug., at Noon.

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and also Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 17th June, 1898. [2]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Astic (via Nagasaki, Kobe and Yokohama) ... Saturday, 25th June, at Daylight. (For Cargo only.)

Ghien (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 16th July, at Daylight. (For Cargo only.)

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 4th Aug., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd Aug., at Noon.

"AZTEC," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on SATURDAY, the 25th June, at Daylight, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 18th June, 1898. [1]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, and for Volkmann and Sohn's CELEBRATED OPTICAL GLASSES.

MARINE GLASSES and OPTICAL GLASSES. Nos. 44 & 56, Queen's Road Central. [40]

Printed and Published by ETHELBERT FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of fistulae and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [56]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC.

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co. Hongkong, 1st September, 1896. [37]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.

THE BEST DISINFECTANT.

SOFT SOAP.

SOFT SOAP.

SOFT SOAP.

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